

Copies of all official documents and orders filed or deposited according to law in the office of the commission, certified by the commission or by the secretary of the commission to be true copies of the originals, under the official seal of the commission, shall be evidence in like manner as the originals.

The commission shall charge and collect the following fees: For copies of papers and records not required to be certified or otherwise authenticated by the commission, ten cents for each folio; for certified copies of official documents and orders filed in its office, fifteen cents for each folio, and one dollar for every certificate under seal affixed thereto; for certifying a copy of any report made by any corporation to the commission, two dollars; for each certified copy of the annual report of the commission, one dollar and fifty cents; for certified copies of all evidence and proceedings taken before the commission, twenty cents for each folio. No fee shall be charged or collected for copies of papers, records or official documents furnished to public officers for use in their official capacity, or for the annual reports of the commission in the ordinary course of distribution. All fees charged and collected by the commission shall belong to the State of Maryland and shall be paid monthly accompanied by a detailed statement thereof into the treasury of the State, and become part of the general funds of the State.

**423.**

This section referred to in connection with the power of the commission under section 436—see note thereto. *N. C. Rwy. Co. v. Pub. Serv. Com.*, 124 Md. 147.

See notes to sections 413 and 438.

**425.**

See notes to sections 413 and 430.

**427.**

See notes to section 430.

**428.**

See notes to section 430.

**430.**

Carriers are not bound at common law to give the use of their tracks and terminals to competing lines. An order of the public service commission requiring railroads to establish a switching district in Baltimore City and certain rates for "connecting line switching" and "intermediate switching," held, in view of conditions in Baltimore City and the extent of the movements involved, to be valid, *where reasonable compensation is provided*. A railroad may not be required to deliver to another at a junction at or near its terminal, freight for delivery at the terminal of a competing line where such terminal is at or near the terminal of the former; nor may a railroad be required to receive such freight from a connecting line at a point of connection at or near its terminal for delivery at its terminal. *Bona fide* transportation distinguished from delivery